

Chapter 8

Transport

Corporate Aims

1. We will develop a strong and sustainable local economy, encouraging business and investment into Eastbourne.
2. We will make Eastbourne a safe place to live, work and visit.
3. We will protect and improve health and reduce health inequalities within Eastbourne.
4. We will protect and enhance the Borough's environment, sympathetically developing it for future generations.

Corporate Objectives

- P1: Promote Eastbourne as a place for business investment and as a tourist destination.
- P2: Work with all agencies and landowners to retain and grow existing businesses.
- P5: Improve transport and communication links to and within Eastbourne.
- S3: Reduce and prevent vehicle crime.
- H1: Promote healthier lifestyles.
- F1: Promote and implement the principles of sustainability.
- F5: Promote the use of environmentally friendly forms of transport and seek to alleviate traffic congestion.

Policy Objectives

1. To integrate land use and transport decisions;
2. To promote more sustainable transport modes and travel choices;
3. To reduce the need to travel, especially by private car.

Introduction

- 8.1 There have been profound changes in attitude towards the motor car during the past decade. There has been an acceptance that exhaust emissions are seriously harming the environment, that road building is increasingly encroaching into our limited land supply and that fossil fuel resources are diminishing and not replaceable. It is clear, therefore, that traffic growth cannot continue without further congestion and detriment to the environment and safety of local communities. The White Paper "A New Deal for Transport"⁴³ addresses these concerns and seeks to deliver a transport system that supports sustainable development.
- 8.2 The White Paper proposes an integrated transport policy and land use planning is expected to make a major contribution. In particular planning policy at national, regional and local level should seek to promote more sustainable travel choices and reduce the need to travel, especially by car. PPG13⁴⁴ confirms that land use planning has a key role in delivering the integrated transport strategy. "By influencing the location, scale, density, design and mix of land uses, planning can help to reduce the need to travel, reduce the length of journeys and make it safer and easier for people to walk, cycle or use public transport."
- 8.3 The White Paper also introduced Local Transport Plans (LTP) as a core part of the integrated transport proposals with the vital role of co-ordinating and improving local transport provision. Local Transport Plans have replaced the Transport Policies and Programme system of bidding for capital resources. Instead of an annual bidding round, the Local Transport Plan system is built around five year integrated transport strategies devised at a local level in partnership with the community. The Highways Authority has submitted an overall package of transport measures for the Eastbourne Urban Area (EUA LTP) that forms part of the overall East Sussex Local Transport Plan. Opportunities for integrated transport provision within the Eastbourne area were enhanced with the opening of the A27 Polegate bypass and the A22 New Route which has 'freed up' road space to enable improved access to, and encourage use of, alternative modes on existing congested routes into the town.
- 8.4 To ensure greater integration, Local Authorities should ensure that strategies in the development plan and the Local Transport Plan complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked. The Local Transport Plan should aim to complement planning policies designed to promote more sustainable transport choices and reduce the need to travel. The provisions of the Eastbourne Urban Area LTP have been taken into account in preparing the transport policies and proposals of this Plan. However it is not appropriate for this Plan to duplicate provisions of the Local Transport Plan which have no direct land-use planning implication. This means that the parking strategy and the relocation of the Town Centre ring-road, both important provisions of the Local Transport Plan, are not considered further in this Plan.

General Locational Considerations

- 8.5 Eastbourne comprises a tightly knit, compact urban authority where the majority of homes and most shops, employment and facilities are accessible by public transport, on foot or by bicycle. New development should be located and designed to enhance this pattern of

⁴³ "A New Deal for Transport: Better for Everyone; the Government's White Paper on the Future of Transport" DETR 1988

⁴⁴ Planning Policy Guidance Note 13: Transport, DETR (March 2001)

sustainable accessibility.

- 8.6 As recommended in Planning Policy Guidance Note 13 it is appropriate to continue to focus major generators of travel demand on the Town Centre as this is the most sustainable location for development. Where major development cannot be located within the Town Centre it is important that it is accessible by a variety of means of transport, including public transport. A major development only accessible by the private car is not considered acceptable. District and local centres, as specified in policy SH1, are suitable locations for local and day to day facilities which can be accessed on foot or by cycle. It is also appropriate that new residential development is located in sustainable locations. See Policy HO11 which seeks to locate higher density development in places with good public transport accessibility).

Policy TR1: Locations for Major Development Proposals

Major development proposals should, subject to other policies and proposals in this Plan, be located either:

- a) within the Town Centre, or edge of Town Centre; or**
- b) on sites accessible by a variety of means of transport, including public transport.**

Planning permission will not be granted for major developments accessible only by the private car.

Local and day to day facilities should be located within the district, local and neighbourhood shopping centres specified in Policy SH1 (see also Policy LCF20).

- 8.7 Transport policies and proposals should not be viewed in isolation. The need to encourage alternative forms of transport and reduce the use of private cars has been a fundamental consideration in the preparation of this Plan, and a number of other policies within the Plan reflect the need to provide development in locations accessible by a variety of means of transport.

Promoting More Sustainable Transport Choices

- 8.8 Walking, cycling and using public transport are more sustainable transport choices; and it is important to encourage their use rather than continue reliance on the private car. New developments or major extensions to existing premises and changes of use offer an important opportunity to redress the balance in favour of sustainable transport choices with car parking only providing for residual/operational requirements. Policy TR1 of the Replacement Structure Plan requires that planning applications for major developments are accompanied by a comprehensive transport assessment. Where schemes are assessed as significantly worsening or creating problems of road safety, community/passenger security, air quality, congestion or severance of communities they will be refused planning permission.

Policy TR2: Travel Demands

Development proposals should provide for the travel demands they create. Demand shall be met by a balanced provision for access by public transport, cycling and walking. Car parking shall be limited to appropriate residual and operational requirements (see Policy TR11).

Major developments shall be accompanied by a comprehensive transport assessment. Planning permission will be refused for schemes where the transport impact is assessed to be unacceptable and appropriate mitigation measures cannot be agreed.

- 8.9 In considering proposals for major developments the Council will require applicants, through a section 106 agreement, to produce and adopt a Travel Plan which demonstrates how the potential road traffic impact of the development will be minimised. Travel Plans consist of a wide range of measures to encourage use of more sustainable transport choices, such as

encouraging employees to journey to work using public transport by negotiating discounts with local public transport operators, or by introducing a range of measures to encourage cycling, including providing secure covered cycle parking, together with showers and changing facilities⁴⁵. Other measures include car-sharing, car park management, flexi-time, tele-working, and financial incentives to encourage staff to use alternatives to the car.

Policy TR3: Travel Plans

All major developments will be required to develop and implement a satisfactory Travel Plan.

Public Transport

- 8.10 The Local Transport Plan (LTP) seeks to achieve much greater levels of public transport use, both by bus and by rail.

Buses

- 8.11 Many comments were received about bus services during the "Issues Consultation" and it is clear that cleaner, cheaper, frequent and reliable bus services are sought by local residents. Land use planning cannot fully address these requirements but can encourage and enhance initiatives made under other powers. An important component of the approach sought under the LTP are Quality Bus Corridors (QBC's): traffic management measures which seek to encourage car users to switch to using the bus. QBC's give buses much greater priority over other road users with the aim of encouraging a frequent, reliable service which fosters much greater usage, particularly during peak times. QBC's are proposed for the A2270, A2021 King's Drive, and A259 Seaside. It is important that any development along these routes creating travel demands is consistent with the concept of implementing the QBC's. Major developments generating significant travel demands may be required, through section 106 agreements, to contribute to the QBC.

Policy TR4: Quality Bus Corridors

Bus priority measures will be introduced wherever possible along the following routes:

- a) A2270 – Willingdon Road/Upperton Road;**
- b) A2021 – King's Drive;**
- c) A259 – Seaside/Seaside Road.**

⁴⁵ See DETR publication- Preparing Your Organisation For Transport in the Future: The Benefits of Green Transport Plans (1999)

New developments which create travel demands along these routes will be expected to design their developments to facilitate access to the routes and/or enhance their effectiveness. Contributions related to the development will be sought to the implementation, improvement and maintenance of these routes where approval is sought for developments generating significant travel demands. Contributions sought will be directly, fairly and reasonably related in scale and kind to the development proposed.

Note: This Policy may be extended to cover additional routes identified during the Plan period. These routes will be published as Supplementary Planning Guidance.

- 8.12 As part of the initiatives to make buses a more attractive choice the Council is considering the provision of better interchange facilities. A Town Centre interchange is discussed in the Town Centre chapter (Policy TC1). The Council is also investigating the possibility of improved access to the combined Eastbourne District General Hospital, Eastbourne College of Arts and Technology and Park College Campus as these are important destinations and the existing bus stops on King's Drive present difficulties for pedestrians, cyclists and motorists. Detailed proposals, including identifying a suitable site, have not yet been made.

Rail

- 8.13 The LTP seeks to maximise use of rail services as an alternative to the car wherever possible. Within the Borough there are two stations: Eastbourne and Hampden Park, but the Council considers that much greater use of the rail network would be afforded if a station were to be built to serve Stone Cross/North Langney where extensive residential development has occurred. As the railway line straddles the Borough boundary the proposal would need to be brought forward in conjunction with Wealden District Council. The implementation of this proposal would be by Network Rail, with the support of the train operator, and would be viewed within their wider strategy. Nevertheless the Council will continue to press for its implementation to serve the local community and the wider interests of the town. To achieve this aim, the Council will work with Wealden District Council and East Sussex County Council, the Train Operating Company, Network Rail and the Strategic Rail Authority (SRA) and other regional agencies. All possible routes to funding will be explored including the Local Transport bidding process and Rail Passenger Partnership through the SRA. The South Coast Corridor Multi-Modal Study currently underway has reached its final consultation phase and a decision from Government is imminent. The consultation document includes the consultant's preferred strategy and this includes the provision of a station at Stone Cross. There may also be scope for a station in association with business and residential development in South Broadwater to offer more accessibility choices.

Cycling

- 8.14 Much of the Eastbourne Area topography is level and suitable for cycling, yet the 2001 Census showed that only 3.5% of journeys in the area are by cycle⁴⁶. There is, therefore, considerable scope for increased cycle use. However, in order to significantly increase use it is important that routes be provided that are safe and attractive for novice cyclists, as well as being useful for everyday journeys to work and school/college. The Council is promoting the development of a cycle network across the Borough, linked to the emerging national and regional strategic networks, and is concerned that new developments do not adversely affect these routes. Appropriate contributions to the cycle network will be required, by section 106 agreements, for major developments which have significant travel demands. In particular new development at Eastbourne Park will be expected to make a fair and reasonable contribution to the network of cycle routes envisaged for the area.

Policy TR5: Contributions to the Cycle Network

⁴⁶ Source: 2001 Census (Key Statistics for Local Authorities), Crown Copyright.

Major developments will be expected to contribute toward the implementation, improvement and maintenance of cycle routes and/or additions to the cycle network, including emerging national and regional strategic networks. Contributions sought will be directly, fairly and reasonably related in scale and kind to the proposed development.

Note: Supplementary Planning Guidance will be prepared to facilitate implementation of this Policy.

- 8.15 Cycle routes are unlikely to be used unless cycles can be left safely and securely at either end of a journey. Secure, clearly marked and wherever possible, undercover cycle parking should be provided as an integral part of new development and changes of use. When providing cycle parking for facilities that are open after dark, it is essential that spaces can be supervised and the storage area and the approaches to it are well lit and supervised for the safety of cyclists as well as the cycles. Inability to provide cycle parking on-site should not be an excuse for failing to make adequate provision, and commuted payments may be used to seek provision of cycle facilities nearby.

Policy TR6: Facilities for Cyclists

Adequate facilities for cyclists will be required in new developments and for changes of use. This will include:

- a) **safe and clearly defined access to, and circulation within the development site;**
- b) **secure, convenient, well lit, well signed and wherever practical, covered, cycle parking close to the main entrance of the premises, in accordance with the Highway Authorities' adopted standards; and**
- c) **provision of changing and showering facilities.**

Cycle parking to accommodate longer stay evening use must be secure, supervised and the parking area and approaches well lit.

Where cycle parking to the appropriate standard cannot be met on site, commuted payments may be sought for provision off-site nearby or for improvements to the cycling infrastructure. Contributions sought will be directly, fairly and reasonably related in scale and kind to the proposed development.

Walking

- 8.16 It is recognised that in recent years the balance has been too much in favour of the car, and that there is a need to restore the balance in favour of pedestrians. DETR have issued advice to Local Authorities to encourage walking⁴⁷ which requires a greater focus on and prioritisation of the needs of pedestrians, achieved through improving conditions to make it safer, easier and more convenient for people to walk. Pedestrian priority measures are proposed for parts of the Town Centre to significantly improve the environment and make it a more attractive place to shop and visit (see Chapter 10), but there is a need to consider measures outside this area.
- 8.17 The Council recognises that the design of many recent schemes has centred too much upon providing for the car and neglected the needs of pedestrians, for instance by making access through car parks rather than dedicated pedestrian routes. This has contributed to greater car reliance, and it is important that future schemes recognise the need to make specific safe provision for the pedestrian.

Policy TR7: Provision for Pedestrians

All development will be required to provide for the needs of pedestrians including people with disability and mobility difficulties. This will include attractive, convenient,

⁴⁷ "Encouraging Walking: Advice to Local Authorities" DETR (March 2000)

well lit, well signed direct access to the development. Planning permission will be refused for schemes where provision is considered to be inadequate.

All new development must take account of pedestrian links within and outside the site boundaries.

- 8.18 To encourage walking it is important that safe, convenient and attractive routes are available, preferably segregated from the car. The Seafront is extremely popular with walkers and the South Downs Way provides good access to the Downland, but specific links to the remainder of the Borough have not been developed. The original proposals for Eastbourne Park envisaged a network of pedestrian routes and comments on the 'Issues Consultation' showed that the public are disappointed that these have not been completed. Progress in Eastbourne Park has been limited by a lack of funds but it remains a firm commitment to improve access to this area and developers will be expected to make reasonable and fair contributions to the network by section 106 agreements. Outside of, but linking to, Eastbourne Park the network of water resources in the Eastern section of the Borough would appear to offer opportunity for the development of pedestrian routes. A full network of pedestrian routes will be identified during the period of the Plan.

Policy TR8: Contributions to the Pedestrian Network

Major development proposals will be expected to contribute towards the implementation, improvement and maintenance of the network of pedestrian routes and/or additions to the network. Contributions sought will be directly, fairly and reasonably related in scale and kind to the proposed development.

Note: Supplementary Planning Guidance will be prepared to facilitate implementation of this Policy.

- 8.19 Two government initiatives are aimed at redressing the current imbalance in favour of pedestrians and cyclists:
- 'Home zones': areas where traffic speeds would be reduced to well below 20mph and through traffic discouraged enabling environmental improvement measures such as provision of seating, landscaping and children's play areas.
 - 'Safe routes to school': use of the private car to take children to school creates a number of environmental problems, and perpetuates the view that the car is the most acceptable means of transport. Safe routes to school for walking and cycling are designed to encourage children to use other more sustainable transport measures and are designated in conjunction with local schools and colleges. Where appropriate safe routes should be wheelchair accessible. They may include 'home zone' areas.
- 8.20 'Home zone' principles offer a major opportunity to reclaim the streets from traffic and it is proposed that the following criteria will be considered to designate 'home zone' type schemes within existing residential areas during the period of this Plan:
- a) an area prone to 'rat-running' where immediate environmental benefit would be gained by creating a natural cul-de-sac and eliminating through motorised traffic;
 - b) an area which has a poor road traffic accident record;
 - c) an area with a significant proportion of family housing;
 - d) an area which has significant pedestrian movements, or where there is potential for further pedestrian activity to contribute to the vitality of the scheme. (Areas close to schools and other community facilities might be appropriate).

However the principle of a 'home zone' is not solely appropriate to existing residential areas. It is important that designs of new residential development, particularly of family housing, incorporate 'home zone' principles so that they offer a pedestrian, particularly child-friendly environment.

Policy TR9: 'Home Zones'

Planning permission will not be granted for development proposals that would have an adverse impact on designated 'home zones'. Development proposals that affect designated 'home zones' will be expected to contribute towards their implementation, improvement and maintenance.

Designs for new residential development will be required to incorporate 'home zone' principles in order to provide for a pedestrian and child-friendly environment.

Note: The designated 'home zones' will be published in Supplementary Planning Guidance.

- 8.21 The Council will work in conjunction with the Highway Authority and local schools to develop 'Safe routes to school' as part of school travel plans and will seek to ensure that any new development facilitates or enhances the safe route and does not reduce safety.

Policy TR10: Safe Routes to School

'Safe Routes to School' will be developed and protected and planning permission will be refused for developments that adversely affect them. Development adjoining a 'Safe Route to School' will be expected to contribute to its implementation, improvement and maintenance.

Note: The designated 'Safe Routes to School' will be set-out in Supplementary Planning Guidance.

Powered Two Wheelers

- 8.22 The Council recognise the role that powered two wheelers can fulfil in reducing congestion within the town. Wherever possible new developments will be encouraged to include appropriate provision of safe, secure parking for these vehicles.

Managing Traffic Demand

- 8.23 The measures outlined above will facilitate more transport choices but for many people the car will continue to be their primary form of motorised transport. It is clear that considerable difficulties will emerge if use of the car is not discouraged.

Car Parking

- 8.24 The availability of car parking is a major influence on the choice of means of transport. Out-of-centre retail developments, for instance, are an important destination for car users because they offer readily available, free parking spaces. However provision of car parking is 'land hungry', and in residential developments contributes to greatly reduced density levels. It is also visually intrusive and detracts from environmental quality, whilst also inhibiting good urban design. Recent government guidance now recommends planning authorities to limit the level of parking required for new developments to the necessary minimum as a pre-requisite to promoting sustainable transport choices, and this also applies to the expansion and change of use of existing premises. Nevertheless car parking will be provided in many developments and community safety should influence its design. (see Policy UHT1(g)).
- 8.25 County Structure Plan Policies TR3 and TR16 require that access demands are met wherever possible by public transport, cycling and walking, with car parking providing for any acceptable residual requirements. For a business use, for instance, car parking would be restricted to the necessary operational requirements (i.e. servicing, deliveries, company fleets used for business purposes, appropriate provision for visitors) and any other non-operational requirements which cannot be met by other sustainable alternatives (i.e. disabled parking, parking for staff working at unsocial hours and residual commuting demand). Restraint-based car parking standards have been introduced to implement these policies. It is recognised that provision cannot always be made on site and in appropriate circumstances commuted sums may be sought to provide additional off-site transport facilities to improve non-car accessibility. Where permitted provision cannot be made on-site, meeting access demands by improving non-car accessibility and/or sharing existing car parks are preferable to provision of off-site parking. Developers will be expected to contribute more to improving access by public transport, walking and cycling for development in locations away from Town Centres and major interchanges, than for development on more central sites. Supplementary Planning Guidance on parking standards for new developments has been prepared by East Sussex County Council, in consultation with the County's District and Borough Councils.

Policy TR11: Car Parking

Planning applications for new development, changes of use and extensions to existing premises must comply with approved maximum car parking standards. Permitted parking provision will reflect local public transport, cycle and pedestrian accessibility, and economic conditions and other local circumstances, including, environmental impact and traffic conditions, and availability of public parking elsewhere and take account of operational needs and local parking strategies.

- 8.26 The car is an essential means of transport for people with mobility problems, and the implementation of policies to promote the use of more sustainable means of transport, without recognition of their requirements, could seriously disadvantage this group. Part M of the Building Regulations and the Disability Discrimination Act require provision for disabled access to be made on site and to and within premises, so it is appropriate to seek adequate and suitable parking for people with disabilities both in new developments, and where extensions to existing premises and changes of use are proposed which generate an increase in the parking requirement. In exceptional circumstances where adequate provision of car parking spaces for people with disabilities cannot be made on-site but the Council is satisfied that suitable dedicated off-site provision can be made very close, a commuted sum may be sought. The car parking requirement is set-out in the Highway Authorities' approved car parking standards.

Policy TR12: Car Parking for Those with Mobility Problems

New development, and major extensions and changes of use generating an increased parking requirement will be required to provide car parking for people with mobility problems (blue badge holders) in a convenient and suitable location, in accordance with the Highway Authorities' approved car parking standards.

In exceptional circumstances where it is not possible to make adequate provision of car parking for people with mobility problems on-site a commuted sum may be sought for off-site provision where the Council is satisfied that suitable dedicated provision can be made very close to the site.

Park and Ride

- 8.27 Comments on the 'Issues Consultation' suggested that park and ride should be introduced within or close to the Borough boundary to reduce the number of cars coming to the Town Centre and it is an aspiration of the Council that such facilities should be introduced. However the Council is mindful that Eastbourne is a sub-regional centre and that provision of park and ride facilities may be required outside of the Borough boundary if they are to make an effective contribution. The Council is also mindful that the bus operators have indicated that a full scheme is unlikely to be viable at the present time. It is, therefore, proposed that throughout the Plan period the Council should jointly explore opportunities for the introduction of park and ride facilities with Wealden District Council, park and ride management companies and public transport operators, with a view to bringing forward viable facilities as soon as possible. It is appropriate that the Plan should identify criteria against which any such proposal coming forward should be evaluated. In the meantime it is recognised that specific events, such as the 'Airbourne' display, generate so many visitors that temporary park and ride facilities would be advantageous. Some sites could be provided through the temporary use of existing facilities but consideration needs to be made as to whether further provision is required and the criteria identified will assist evaluation of any such additional sites. It is accepted that it is highly improbable that a permanent site in the AONB will be environmentally acceptable.

Policy TR13: Park and Ride

In considering any proposal for park and ride facilities the Council will have regard to the following criteria:

- a) compliance with the agreed transport strategy for the Borough;**
- b) the impact of the proposed facility on traffic levels both within the Town Centre and in areas adjacent to the facility;**
- c) the impact of the parking facility on the amenity of the surrounding area;**
- d) the effect of the proposal on the likely number and length of car journeys;**
- e) the effect of the proposal on existing public transport provision including no detriment to existing public transport services or their improvement;**
- f) the parking facility should be safe and secure for prospective users.**

Coach Parking

- 8.28 There is a requirement for further coach parking in the Town Centre. At present 'day trippers' are dropped off at the pier and the driver leaves the vehicle at Wartling Road Coach and Lorry Park. However this is some distance from the town and Eastbourne is believed to be losing out to other competing destinations because this site does not afford the facilities drivers are seeking. Good coach parking facilities would, therefore, benefit the local economy by attracting more visitors to the town by a sustainable mode. It is vitally important that residential amenity and the townscape is not detrimentally affected by any such development. The Cavendish Place coach station is well located for the needs of coach operators, and the Council would in principle support its use for this purpose as part of a mixed scheme including residential uses, subject to considerations of detail (see Policy TC2).

Policy TR14: Coach Parking

Planning permission will be granted for a new coach park where it can be demonstrated that the following requirements can be fulfilled:

- a) the site, or a split site, to be of sufficient size to accommodate peak season**

- demand, including the provision of any necessary associated facilities;**
- b) appropriate facilities to be easily accessible from the site(s);**
- c) the development would not significantly harm residential amenity, see Policy HO20;**
- d) no unacceptable impact on the local highway network;**
- e) adequate access arrangements can be provided;**
- f) the internal layout would enable safe vehicle manoeuvring; and**
- g) provision is made of adequate landscaping and screening.**

Lorry Parking

- 8.29 Relocation of coach parking from Wartling Road will mean that the facility is significantly under-used. The Council considers that Wartling Road should make a more positive contribution to the Eastbourne townscape. It is, therefore, proposed that the site should be developed as a high quality residential scheme and a new site found for the parking of lorries. No specific site is under consideration but taking into account the constraint criteria in Policy TR15, a new location will be found.

Policy TR15: Lorry Park

Planning permission will be granted for a new lorry park where it can be demonstrated that the following requirements can be fulfilled:

- a) provision of a sufficient size site or split site, including the provision of driver facilities, to accommodate peak demand;**
- b) no significant harm to visual, environmental and residential amenity (see Policies HO20, UHT4 and NE28);**
- c) no unacceptable impact on the local highway network;**
- d) provision of adequate access arrangements;**
- e) provision of a layout to enable safe vehicle manoeuvring;**
- f) any ancillary buildings to be well designed in terms of siting, scale and materials (see Policy UHT1);**
- g) provision of appropriate landscaping and screening.**

Note: A Planning Brief will be prepared to guide development on the site(s) identified.

Traffic Management

- 8.30 Traffic management schemes such as priority for buses and cyclists, restrictions on lorries from certain streets, junction improvements and new crossing points for pedestrians and cyclists, and traffic calming measures in residential streets are an important tool in restoring the balance in favour of more sustainable transport measures and also in enabling Community Safety objectives to be realised. The Council will promote and support proposals for traffic management measures which:
- a) improve road safety and reduce severance effects of traffic;
 - b) improve personal security;

- c) improve conditions for pedestrians and cyclists;
- d) reduce the environmental impact of motor vehicles.

8.31 The opening of the A22 New Route from Dittons to Willingdon Drove may significantly affect traffic conditions within the Town and require appropriate traffic management measures in some areas.

New Road Provision

8.32 The Eastbourne Borough Plan 1998 makes provision for new roads in the Eastbourne Park area, including a new route for the A22 into the Town. Within the current policy framework considerable thought is being given to the appropriateness of the provision and whether these road lines should continue to be protected.

8.33 East Sussex County Council is commissioning a study of the need for the Southbourne link road in the light of the opening of the A22 New Route. However the results of this study were not due to emerge until after the adoption of this Plan. It was not considered appropriate to delay this Plan to await the results of the study. In addition the impact of implementing the package of measures within the Local Transport Plan (LTP) and the opening of the Polegate bypass also need to be assessed. Monitoring of these measures is unlikely to take place until the end of 2003 when the LTP would then be able to take an informed view. The conclusion of the assessment will enable an early alteration to be made to this chapter of this Plan. Background paper No. 8: Eastbourne Park, explores issues associated with the road proposals in Eastbourne Park.

Policy TR16: A22 New Route

Bands of interest will be safeguarded for the A22 New Route to allow the County Council, to construct and link the new road to the main highway network. The new roads, known as the Southbourne and Tutts Barn Links follow a south-westward alignment north of the Bridgemere estate (Southbourne link) before connecting (via the Tutts Barn Link) to the Town Centre network west of Whitley Road Bridge.

The new roads are subject to other policies in the Plan but particularly: protection of residential, environmental and visual amenity (see Policies HO20, NE28, UHT4), Setting of the AONB (Policy UHT3); nature conservation (see Policy NE21 and Policy NE22); flood mitigation measures (see Policy US4); provision of adequate landscaping (see policies UHT7, NE24 and NE25).

Policy TR17: St Anthony's/Upperton Farm Links

Land is reserved for the following road schemes:

- a) the St. Anthony's link which will connect Langney roundabout at the southern end of Langney Rise to a roundabout on Lottbridge Drove;
- b) the Upperton Farm Link which will connect the hospital roundabout with the Southbourne and Tutts Barn Links at the Tutts Barn roundabout.

Land reservations will include land to provide the extensive mounding and screen planting required to minimise the effect of the new roads on the landscape of Eastbourne Park and proposals will be required to meet the criteria of nature conservation (see Policy NE21 and Policy NE22); landscape policies (see Policy NE24); environmental, residential and visual amenity policies (Policies NE28, HO20 and UHT4) and flood mitigation measures (Policy US4).

Note: The road lines shown on the Proposals Map are for indicative purposes only.

- 8.34 In the longer term a gyratory system, known as option "X" is preferred at the Bedfordwell Road area linking the proposed Tutts Barn link road to the existing network. The band of interest will be safeguarded (See Plans 5 and 6). In the short term a scheme, known as option "W", is proposed which would include a traffic signalled controlled junction alongside the Whitley Road Bridge, and allow a section of Bedfordwell Road to be restricted to local use only. No building would be need to be acquired as part of this scheme, although strips of land would be required from a number of fronting properties. This scheme would be less costly than option "X" but in the longer term additional capacity is likely to be required.

Policy TR18: Bedfordwell Road Gyratory System

The band of interest reserving land for the construction of a one-way circulation system between the Whitley Road Bridge and the Cavendish Bridge to distribute traffic to and from the A22 New Route when it is completed will be safeguarded. Policies on residential, environmental and visual amenity will apply (see HO20, NE28 and UHT4). The system will be in accordance with the scheme which was approved in 1990.



